

PRICE, \$2. PER MONTH

PRICE, \$2. PER MONTH

### Shipping.

**Steamers.**

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship  
*Ajazz*,  
Capt. Rawlings, will be  
despatched at above on  
**THURSDAY, the 31st Instant.**  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, December 29, 1891. 237

**DOUGLAS STEAMSHIP COMPANY.**  
**LIMITED.**

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship  
*Albatross*,  
Capt. AUSTON, will be  
despatched for the above  
Port on **FRIDAY**, the 1st Proximo.  
Daylight.  
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,  
General Managers.  
Hongkong, December 29, 1891.

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THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship  
*Diamond*,  
Capt. GERRARD, will  
be dispatched for the above  
Port on SATURDAY, the 2nd January  
1892, at 4 p.m.

For Freight or Passage, apply to  
SHEWAN & Co.,  
General Managers,  
Hongkong, December 29, 1891.

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EASTERN AND AUSTRALIAN  
STEAMSHIP COMPANY,  
LIMITED.

FOR SYDNEY, MELBOURNE AND  
ADELAIDE.

(Calling at PORT DARWIN & QUEEN  
SLAND PORTS, and taking through  
Cargo to NEW ZEALAND,  
TASMANIA, &c.)

The Steamship

 Captain Evans, will be dispatched for the above on **TUESDAY, 6th January, 1891**, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has large open Chambers, thus ensuring a supply of Fresh Meats, Milk, &c., etc., throughout voyage.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.**  
Hongkong, December 21, 1891.

**CHINA NAVIGATION COMPANY**  
**LIMITED.**

**FOR PORT DARWIN, QUEENSLAND,**  
**PORTS, SYDNEY & MELBOURNE.**

The Co.'s Steamship  
"Trivian,"  
W. N. Atkinson  
Commander, will be



The attention of Passengers is directed to the Superior Accommodation offered on this Steamer. First-class Saloon and Cabin are situated forward of the mainmast. Second-class Passengers are accommodated in the Prop. A Refrigerating Chamber is provided for the supply of fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE**  
Agents.  
Hongkong, December 29, 1891.

**SHIRE LINE OF STEAMERS**  
FOR SINGAPORE, HAVRE, LONDON  
HAMBURG AND ANTWERP.

The Steamship  
Monsieur  
Captain

ER-  
which was despatched at 4 p.  
or about the 31st of January, instan  
previously advertised.

For Freight or Passage, apply to  
DODWELL, CARLISLE &  
Sons,  
Hongkong, December 29, 1891.

### Sailing Vessels.


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FOR NEW YORK.  
The 3/3 L.I. 1. Amos B.  
*Martha Davis*  
PENDLETON, Master, n.  
will load here, for the  
Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN &

Hongkong, December 2, 1891.

FOR NEW YORK.  
The S/S L.L.T. America  
Schenck,  
BARTLETT, Master, will  
call for the above Port, and  
have quick despatch.  
For Freight, apply to  
SHEWAN &  
HONGKONG, December 2, 1891.

TRADE MARK



WALDBECK, MACGREGOR & CO.

Co.,  
8350 Wine and Spirit Merchant  
13, Queen's Road,  
Hongkong, August 16, 1891.



The s.s. *Wingsang*, from Straits and Calcutta, left Singapore for this port on the

The E. & A. Co.'s s.s. *Guthrie*, from Australia, left Port Detwin on Dec. 22nd, and may be expected here on or about

**Dec. 31st.**  
The German steamer *Niobe* left Singapore for this port on December 28th, at 3 p.m., and may be expected here on or about January 1st, 1892.  
The P. and O. Co.'s steamer *Canton* left Singapore for this port on the 24th Dec., and may be expected here on or about the Jan. 1st.  
The *Shire* Line steamship *Cordragaire* left Singapore on the 27th Dec., and may be expected here on or about the 3rd Jan.  
The s.s. *Torrington* left Saigon on Dec. 30, and may be expected here on or about

The P. & O. s. s. *Aizam* left Bombay for this port on 25th Dec.  
The P. and O. s. s. *Shanghai* left London for this port on Dec. 21st.

CO. informs us that the Co.'s s. s. *Malacca* left Singapore for this port on the 29th inst., at 5 p. m., with the outward English mails.

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Messrs Dodwell, Carill & Co. inform us that the s. s. *Torrington* has put back to Saigon owing to stress of weather, and will sail for this port this afternoon. She should be here on or about the 4th prox.

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We understand that the steamer which

towed the *Bormida* into Saigon in a damaged state (as reported in yesterday's issue) was the Indo-China ste. *Wingang* (Capt. St. Croix). She met the *Bormida* with her crank-shaft broken, and on an agreement for a sum which, we understand, amounts to over £4000; she towed the disabled vessel to Saigon.

A MEETING of the Hongkong High Level Tramway Co. Ltd. was held to-day for the purpose of confirming the resolutions altering the Articles of Association passed at a recent meeting. There were present: Messrs J. D. Humphreys, G. E. Neave, R. Ingherwood, G. Murray Bain, H. Wicking, J. B. Gomes, J. Grant, A. Findlay Smith, W. H. Wallace, T. F. Hough, H. Humphreys, A. H. Macquell, W. E. Clements, S. C. Jex, W. D. Sutton, K. K. Chandler, B. E. Allen, E. S. Kelly, R. E. Levy, S. J.

We observe from the *Chinese Mail* (*Wa Ta Yat Po*) to-day's issue that Kung Shan, the Tartar General of Si-Ngan, has been transferred by an Imperial Decree of the 29th instant to succeed Ki-Yuen, who died some weeks back at Tartar General of Sh-chuen. Before the arrival of the former, adds the edit, late Nga-Yi-Keen, Manchou Brigade General of the Sh Chuen province, takes temporary charge of the generalship for this time being. The same paper announces that Tung Fan and Ohn Fuk were also appointed by Imperial Decree to be the Prefect of Chin-Tung Fu and Lam An Fu of Yunnat respectively. The Generalship in Si-Ngan, in the province of Shou-si, vacated by the transfer of Kung Shan, is to be filled up by Wing Lun.

After tea, the meeting was held in the Reading Room. There was a large attendance, and the Bishop presided. From the report of the year's work (read by Mr Edward Markham, Seamen's Reader) it appeared that, since the opening

less than 3270. seamen had taken advantage of its facilities. Reference was also made to the launching of the *Day-spring*, the average number of seamen carried by it to Divine service from the various ships being stated at twenty-two. The committee recorded their thanks to the Hon. J. J. Koswick, Messrs Shewan and Co., and the Hon. C. P. Chaster for the support they had given to the work of the Institution, to Messrs Lane, Crawford and Co. for their free supply of water to the hospital, and to the Rev. Mr. G. H. Jones for the use of his hall for the purpose of the hospital.

Dock Company for keeping the launch in repair free of charge. Thanks were also accorded to Mrs Cobban, Mrs Ford, Mrs Goldsmith, Mrs Lammert, Mrs Robinson, Mrs Granville Sharp and the Boys of the Diocesan Home, for giving concerts on

Tuesday evenings; to Mr S. B. J. Skerrett, F.G.S., for six lectures; and to Captain Anderson for the loan of his magic lantern. At these meetings the Hon. E. N. Acrolyd, Hon. W. M. Goodman, Hon. J. J. Kewrick, Dr. Symons, U. S. C. Consul, and Dr. Turnbull had presided. Mrs Goldsmith has held a night school for men on Wednesday and Saturday evenings, the attendance amounting to 566. The report also mentioned that the number of seamen who had signed the pledge during the year showed an increase of 2 over the previous year. In the course of the evening carols were sung by a choir of ladies and gentlemen.

Among those who kindly given their services  
on Monday night, Jan. 10, 1893, were: Mrs.  
Rev. A. C. Goldsmith, Mrs. and Miss Dyer,  
Rev. B. B. Baker, Mrs. Ackroyd, Hon. Commis-  
sioners Hastings and Mrs. Hastings, Major and  
Mrs. Sell, Mrs. Burdson, Mrs. Genantille,  
Stump, Mrs. Pierry, Mr. S. Haywood, Mr.  
P. Cannon, Mrs. Starched, Mrs. Wadley, Mr.  
Burdson, Mr. Ramsey, and Mr. Tamm.



On the eighth day the punt on board. A model of the toll-like proportions, was placed on the punt, and the spirits, tempted by the didd preparations made for their entertainment, were stated to have now taken up residence on board.

**THE JUNK SET ON FIRE.**

On the ninth day the junk was brought to anchor, with sails spread and flags flying, and the road in front of the Junk was a procession, similar to that of a festival, and the town in full array, paraded the town in full array, and at night came up by torchlight.

the hill, a mile outside the town, was placed on a pile of wood and coal. As the flames rose fiercely the Chinese were shrieking in pain, and were consumed. The Chinese fled, and the ill luck of witnessing the final scene; and the spirits sailed away well to their own fiery abode, whence they will return no more to the Calaband in the Celestial Kingdom. Faithfully,  
L. S. I.

**Graphic.**

**GREAT TOWER OF CHICAGO.**

*Philadelphia Ledger* has published a sketch of the tower—which is to be the features of the World's Fair in 1893. The builder is John D. Goessig, of Pittsburgh. Over five thousand people will be accommodated in the tower at one time, and two hundred elevators are to start from the bottom and run more than 1,000 feet in the air, or stop directly in the middle of the building. The width of the foundation is 440 feet in each direction. It is estimated that throughout the exhibition the tower will be visited by 10,000,000 persons. Stripes shall wave from the top of the tower—at a height of 1,250 feet above the ground, higher than ever before. The elevators are long and comfortable, and each has a long double-decked

that the earning capacity will be four times that of the Riffel. The actual cost will be about \$1,000,000, or perhaps a little less than \$340,000. The difference is in the greater simplicity of American tower, and the cost of standard, marketable sizes of steel which will be 100 per cent. more.

The three landings will be 100 ft. square, the first 350 ft. from the ground, the second 200 ft. from the ground, and the third will be 150 feet in diameter, 100 feet from the ground, and the up-coming—more properly called the "up-coming"—will be 60 feet in diameter and set above the ground. At the first landing there will be a great circle of stairs outside, 15 feet wide; and 738 persons can be accommodated in this colonnade or five thousand people can be accommodated at one time. Inside of this will be a space; in addition to the required for elevators and machinery, there will be built a great hall, a restaurant to be built on the restaurant there will be built numerous kiosks or booths, and in accordance with the architectural styles, and customs of various countries, which will be used for the sale of ornaments, food, and other articles, and produced and manufactured in all.

Within the restaurants 6,000 to 8,000 guests may be comfortably seated served at one time. Within and about the towers and surrounding platforms

promenade and picnic grounds in  
time and as a dancing hall for the  
6,000. The upper landing is to be  
used as the theatre, and will be two  
stories high, and accommodate at  
least 1,200 to 1,500. Above this will  
be offices for signal service and  
for investigation. Above this will be  
regular observation gallery, containing  
a large number of lights and signals by day,  
this is the night-house, to be pro-  
vided the most powerful revolving  
lens constructed, surrounded by the  
7 and the Stars and Stripes.

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**Quotations.**  
HONGKONG, Dec. 30, 1881.  
M—New Palace, cash, 487 1/2  
Old do do, 465  
New Hongkong, cash, 489 1/2  
Old do do, —  
New Malwa credit, 450/500  
Allowance, Cattle, 24/6  
Old Malwa, credit, 5/5  
Allowance, Cattle, 2/6  
Persian, Oil, cash, 350/80  
Allowance, Cattle, 2/6  
Persian, Paper Oil, 300/80  
Allowance, Cattle, 2/7

HONGKONG, December 30.				
London—				
k, Wire, ... ..				8 1/4
On demand, ... ..				8 1/8
30 days' sight, ... ..				8 1/8
4 months' sight, ... ..				8 1/8
6 months' sight, ... ..				8 1/8
12 months' sight, ... ..				8 1/8
18 months' sight, ... ..				8 1/8
24 months' sight, ... ..				8 1/8
36 months' sight, ... ..				8 1/8
48 months' sight, ... ..				8 1/8
60 months' sight, ... ..				8 1/8
72 months' sight, ... ..				8 1/8
84 months' sight, ... ..				8 1/8
96 months' sight, ... ..				8 1/8
108 months' sight, ... ..				8 1/8
120 months' sight, ... ..				8 1/8
132 months' sight, ... ..				8 1/8
144 months' sight, ... ..				8 1/8
156 months' sight, ... ..				8 1/8
168 months' sight, ... ..				8 1/8
180 months' sight, ... ..				8 1/8
192 months' sight, ... ..				8 1/8
204 months' sight, ... ..				8 1/8
216 months' sight, ... ..				8 1/8
228 months' sight, ... ..				8 1/8
240 months' sight, ... ..				8 1/8
252 months' sight, ... ..				8 1/8
264 months' sight, ... ..				8 1/8
276 months' sight, ... ..				8 1/8
288 months' sight, ... ..				8 1/8
300 months' sight, ... ..				8 1/8
312 months' sight, ... ..				8 1/8
324 months' sight, ... ..				8 1/8
336 months' sight, ... ..				8 1/8
348 months' sight, ... ..				8 1/8
360 months' sight, ... ..				8 1/8
372 months' sight, ... ..				8 1/8
384 months' sight, ... ..				8 1/8
396 months' sight, ... ..				8 1/8
408 months' sight, ... ..				8 1/8
420 months' sight, ... ..				8 1/8
432 months' sight, ... ..				8 1/8
444 months' sight, ... ..				8 1/8
456 months' sight, ... ..				8 1/8
468 months' sight, ... ..				8 1/8
480 months' sight, ... ..				8 1/8
492 months' sight, ... ..				8 1/8
504 months' sight, ... ..				8 1/8
516 months' sight, ... ..				8 1/8
528 months' sight, ... ..				8 1/8
540 months' sight, ... ..				8 1/8
552 months' sight, ... ..				8 1/8
564 months' sight, ... ..				8 1/8
576 months' sight, ... ..				8 1/8
588 months' sight, ... ..				8 1/8
600 months' sight, ... ..				8 1/8
612 months' sight, ... ..				8 1/8
624 months' sight, ... ..				8 1/8
636 months' sight, ... ..				8 1/8
648 months' sight, ... ..				8 1/8
660 months' sight, ... ..				8 1/8
672 months' sight, ... ..				8 1/8
684 months' sight, ... ..				8 1/8
696 months' sight, ... ..				8 1/8
708 months' sight, ... ..				8 1/8
720 months' sight, ... ..				8 1/8
732 months' sight, ... ..				8 1/8
744 months' sight, ... ..				8 1/8
756 months' sight, ... ..				8 1/8
768 months' sight, ... ..				8 1/8
780 months' sight, ... ..				8 1/8
792 months' sight, ... ..				8 1/8
804 months' sight, ... ..				8 1/8
816 months' sight, ... ..				8 1/8
828 months' sight, ... ..				8 1/8
840 months' sight, ... ..				8 1/8
852 months' sight, ... ..				8 1/8
864 months' sight, ... ..				8 1/8
876 months' sight, ... ..				8 1/8
888 months' sight, ... ..				8 1/8
900 months' sight, ... ..				8 1/

demand, ..... 72  
 days night, private paper, 72  
 coal, 100 lbs (per ton) 435 40  
 cigars (Baker's buying rate) 8 50

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**Temperature.**

*Taken at Messrs Falconer & Co.'s  
Premises, Queen's Road.*

Barometer—	P.M.	50.02
Do.	A.M.	52.99
Do.	A.M.	50.00
Thermometer—	A.M.	86
Do.	Do.	87
Do.	A.M.	67
Do. (Wet bulb)	A.M.	64
Do.	Do.	69
Do.	P.M.	63
Do. Maximum	.....	67
Do. Minimum over night	.....	64

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**MOUNT AUSTIN HOTEL.**

MESSRS VERNON.

B. Coughtrie     Mr and Mrs Overbeck  
 Innell     Mr Foote  
 and Mrs H. H.     Mr A. Ross  
 Coughtrie     Mr & E. Skeels  
 N. Kapadia     Mr Taylor  
 Charles C. Malach

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**EXPORT CARGOES.**

An American ship *Sachse*, called 19th  
 number. — For New York, 1,861 rolls  
 cotton, 3363 pairs, Fire-Creosote, 1,640  
 lbs. Palm-leaf Fans, 320 boxes, Java-sacks,  
 100,000, 248 cases Wood-bone,  
 40 cases Batheure, 139 cases Easter's  
 40 cases Straw Goods, 99 cases China  
 and 4 cases Guano.



**SHIPPING IN CHINA, JAPAN,  
PHILIPPINES & SIAM  
WATERS.**

<b>WATERS.</b>		
<b>WHAMPOA.</b>		
<i>Vessel's Name.</i>	<i>Flag &amp; Reg.</i>	<i>Destination.</i>
Ashington	Ger.	str.
Canton	Brit.	str.
Fushun	Chi.	str.
Kaifong	Brit.	str.
Lienahing	Brit.	str.

**AMOY.**

• In port on December 28, 1891.

**MERCHANT STRAINERS.**

O. H. Teng	British
Hailong	British
Kwaiyang	British

**MERCHANT SAILING VESSEL.**

Beanto	Ger.	bqe.
Olavo Babuyan	Brit.	bqe.
Lucia	Brit.	bqe.
Nansimo	Brit.	bqe.
Rewa	Brit.	bqe.
Sas Swallow	Brit.	bqe.
Sebastian	Brit.	bqe.
Walter Siegfried	Brit.	bqe.

**FOOCHOW.**  
In port on December 25, 1891.

**MERCHANT STRAINERS.**

Haeabin	Chinese	
Jason	British	
Taku	British	

**MERCHANT SAILING VESSELS.**

Anglo Indian	Brit.	bq.
Constat	Brit.	bq.
Elizabeth	Ger.	bq.
Valkyrie	Brit.	bq.

**SHANGHAI.**  
In port on December 25, 1891.

**MERCHANT STRAINERS.**

Agamemnon	British	
Ajax	British	
Anshin Maru	Japanese	
Bonifrat	British	
Changwe	Norwegian	
Chofee	British	
Obiyun	Chinese	
Feinching	British	
Feilung	British	
Felma	British	
Fuh-wu	British	Hankow &
Fungshun	Chinese	
Fushun	Chinese	
Giulio Cesare	Italian	
Hao-an	Chinese	
Haeting	Chinese	
Hoihow	British	
Ingo	German	
Kiangyong	Chinese	
Kin Ling	Chinese	
Kung-wo	British	
Melbourne	French	
Nwoluwang	British	
Ngankio	British	
Peckli	British	
Pekin	British	
Ponzeulac	British	
Pingwey	British	
Poochi	Chinese	
Sikh	British	
Stora Nordiske	Danish	
Saukkiang	British	
Toonan	Chinese	
W. C. de Vries	British	
Woocong	British	
Wuchang	British	
Yuen Wo	British	

Oape City Amer. bqs.  
Gov. Goodwin Amer. sh.  
J. E. Ridgeway Amer. sh.  
Mimi Norw. bqs.

**YOKOHAMA**  
In port on December 18, 1891.

Kozaki Maru	Japan.	tg.
*****		
<b>YOKOHAMA</b>		
In port on December 18, 1891.		
Androuda	Brit.	sh.
Arctic	Brit.	sch.
Diana	Amer.	sch.
Kambira	Brit.	sh.
Narwhal	Brit.	sch.
Neutlaus	Brit.	sch.
Norma	Brit.	sch.
Sadie	Brit.	at-yt.

HIQGO.  
In port on December 17, 1891.

**MANILA.**  
In Port on December 14, 1881.  
MERCHANT STEAMERS AND SAILING VESSELS.

Argyll	Brit.	bqs.	discharging
Centennial	Amer.	sh.	discharging
Don Juan	Span.	str	H E & A

Estados Unidos	Brit.	str. N. & A.
España	Span.	str. Singapore
Isla de Luzon	Span.	str. Liverpool